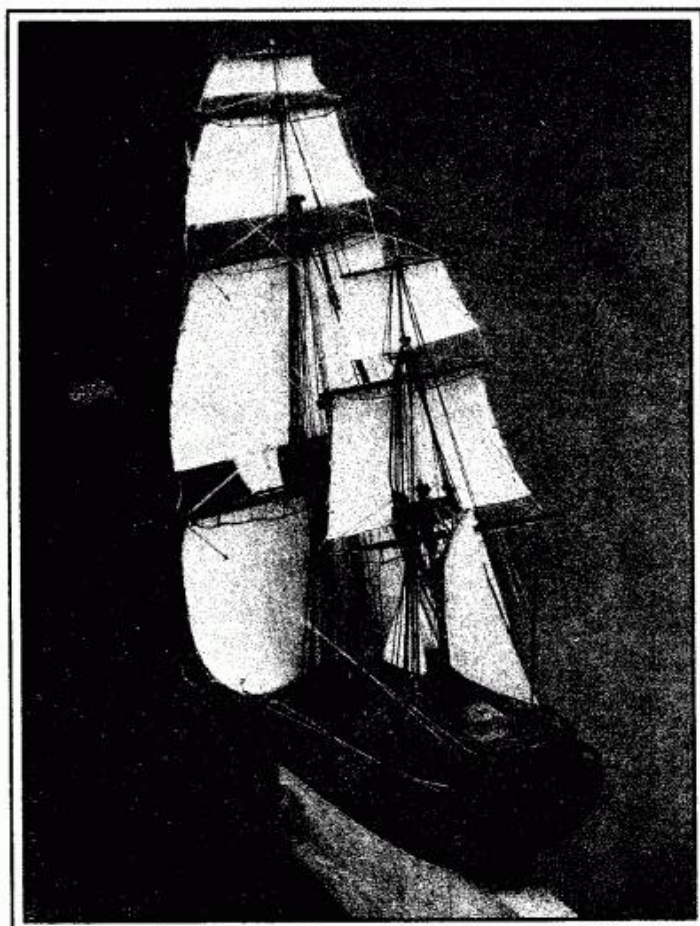




2007-2



One of three BonHomme Richard models by John Fox III nearing completion after more than eighteen months of very intricate work.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

DO NOT SEND CASH. SEND CHECK OR MONEY ORDER Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

COPYRIGHT 2007 by the Ships-in-Bottles Association of America. ALL RIGHTS RESERVED. No part of this manuscript may be reproduced in any form without the express written permission of the publishers.

MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write to the Membership Chairman-Don Hubbard, P. O. Box 180550, Coronado, CA 92178-0550 U.S.A. **ANNUAL DUES ARE \$ 25.00** per year for North American members. The dues for overseas members are \$28.00 per year.

DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.

ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above

DEADLINE for submission is the second month of each quarter.

Association Officers

TERRY BUTLER.....President
CHARLES HAND.....Vice President
DON HUBBARD.....Membership
ADAM MELLO.....Treasurer
RAY HANDWERKER.....Editor / Decals / Patches

Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

Only a few patches are still available. Get them before they run out! No need to cut out the order blank to the right. Just photocopy this form or hand copy the necessary information to a separate piece of paper to mail in.

ORDER BLANK	
Name:	_____
Address:	_____
City:	State: Zip:
PLEASE SEND: () 4 inch Embroidered Emblems @ \$3.00	
TOTAL: _____	
DO NOT SEND CASH - CHECK OR MONEY ORDER ONLY	
Make check payable to: RAY HANDWERKER	
5075 Freeport Drive	
Spring Hill, FL 34606	

The Bottle Shipwright

Volume -25.

Number -2.

ON THE COVER - BonHomme Richard by John Fox III nearing completion.

BACK COVER - Cartoon's from some of the members.

TABLE OF CONTENTS

The Barque EUROPA Part 2 ,From Alan Rogers-----	3-6.
Miniature Grating Jig, Part 3, By John Fox III-----	7-10.
60 Second Life Stories, by Terry Butler-----	11-12.
The Plaque for Jack Hinkley-----	13.
SIB Puzzle Solved-well almost-----	14.
Bob de Jongste of Holland-----	15.
Hans de Haan of Holland-----	16.
Notes from Membership Chairman by Don Hubbard-----	17.
Ships-In-Bottle Class 2007 by Bob Little-----	18.
Letters from the members-----	19-21.
A Pint Size Pickup Truck by Charles Hand-----	22-23.
Now Hear This by Don Hubbard-----	24.



Dear members - including all the NEW and returning members!

Included with this issue you'll find a color "recruiting poster" adapted from a copyright free WWII era poster. Feel free to copy and distribute this to all your friends with no restrictions. We even encourage it! For those of you who have computers - check out the updated look of our SIBAA website at www.shipsinbottles.org. Starting with this issue we plan on posting a few of the best photos from each new Bottle Shipwright magazine in COLOR at that website. However, the ARTICLES and most of the photos will still only be available with the magazine. You can print the photos to add to your magazine if you'd like.

For those WITHOUT a computer - maybe you have a family member or friend who could print these out for you. SIBAA funds are limited, and Ray assures me we can't expand the size of the magazine for now at least. Color printing is VERY expensive, so this is the only way we can afford to get these extra photos to you. Thanks to members who gave donations this time to help subsidize our shrinking funds. Some are donating SIBs to sell or raffle off perhaps, to benefit the association. It is MUCH appreciated. Printing and mailing costs go up and up. We do NOT plan on upping the cost of dues unless we find it absolutely necessary in the future. Enjoy the magazine and keep those submissions coming in!

Terry

Send Material for the Editor to----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-bt1shprt @ innet.com.

Ray Handwerker



O.K !! here we go again. First I must apologize to John Fox III. Screwing up the sequence of his article on Making a Jig for Miniature Gratings. Part 3 will be in this issue.

Again John I'am Sorry. And again Thanks to Alan Rogers, for the article and plans for the Barque "EUROPA" part 2 is in this issue. And we still need ships plans. The President of the European Association, Duncan Gray(as of the last report 4/07) was still in the Hospital.)We wish him a full and speedy recovery. And last but sadly we must report on the loss of Bob Frederick of Seattle. He was a long time member and a very prolific and adept ship bottler. He will be missed. And our thanks to members Clifford Allman, David Conrad, Eugene Conlon and Hugh G. Fyffe, for their donations to the association.

Now , lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Peter M.Bentley, 9262 Peninsula Dr. Traverse City,Michigan,49686.
E-mail PBentley2@juno.com.
Timothy McCarty, 52 Tannery Brook Rd. Gorham, Maine, 04038.
E-Mail Tmccart2@maine.rr.com.
Andrew Otewalt, 475 Ardis Ave. San Jose, California,95177-1640.
E-Mail andrew otewalt@yahoo.com.
R.Michael Owens, 40 Louelia Ct.,Apt.B4. Wayne, Pennsylvania,19087.
E-Mail RMYKL@comcast.net.
William Sheridan, 38 Beal Dr. Southington, Connecticut,06489.
E-Mail william.sheridan@sbcglobal.net.
Roger Wallin, 41 Ann Ave. Portsmouth, Rhode Island, 02871.
E-Mail wallincr@cox.net.

ADDRESS CHANGES.

Col.Robert C.Diehl,USA (Ret),1005 Mountain Creek Rd. Apt.307 Chattanooga,
Tennessee, 37405.

This Just In. (I knew I should have waited before typing this page)

WELCOME ABOARD NEW MEMBER.

Marty Kroell, 1022 Littlejohn Ave. Grayling , Michigan, 49738.

WELCOME BACK MEMBERS.

Lee Aldrich, 1941 Taylor Ave. Belmond,Iowa, 50421-7573.
E-Mail leealdrich@frontiernet.net.
Richard Betar, 810 Victory Dr. New Iberia, Louisiana, 70563-1950.
Dave Gardner, 2611 Westminster Pl. Costa Mesa, California, 92627.
Jim Hopkins, 84 Harvard Rd. Pennsville, New Jersey, 08070.
Ross Keleman, 2117 Grant Ave. Alva, Florida, 33920..
William T. Marsh, 7009 Rt.48. Springboro, Ohio, 45066.
Dr. Herbert G. Mayer, 16185 NW Jeene Lake Ct. Beaverton, Oregon,97006-6345.
Steven J. Nelesen, 235 Lawrence Dr. Cedartown, Georgia,30125.
Clyde Ramdwar, 411 Princess St. Clearwater, Florida,33755.

ATTENTION

ALIENS ARE COMING TO ABDUCT ALL THE GOOD LOOKING AND SEXY PEOPLE.

YOU WILL BE SAFE, I'M JUST EMAILING YOU TO SAY GOODBYE.

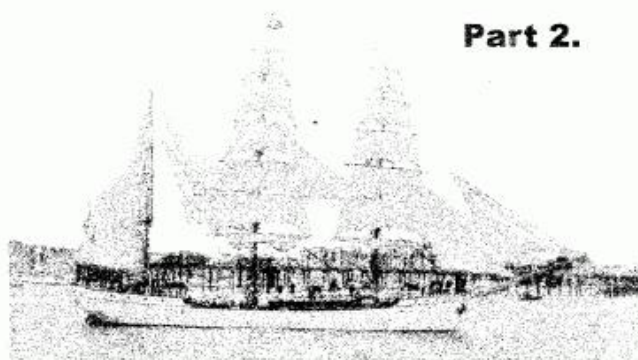
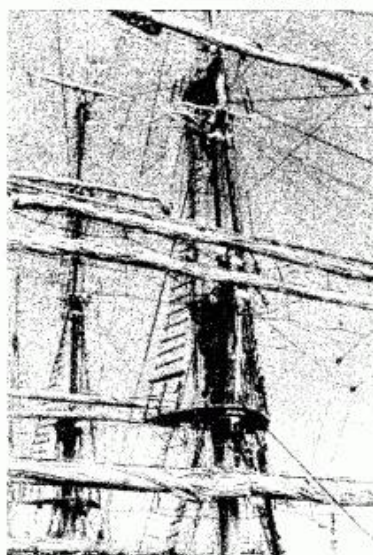
RAY.H.

The Barque

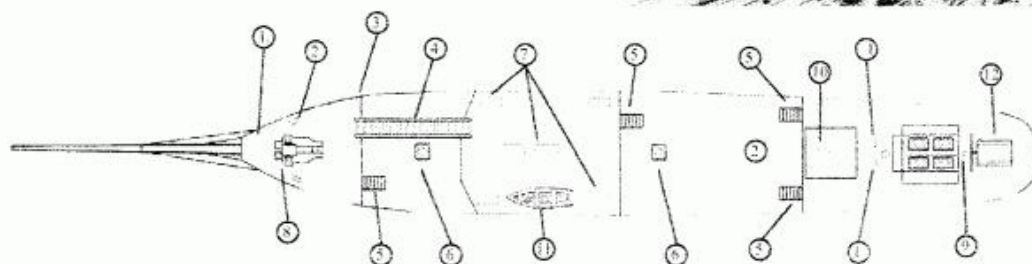
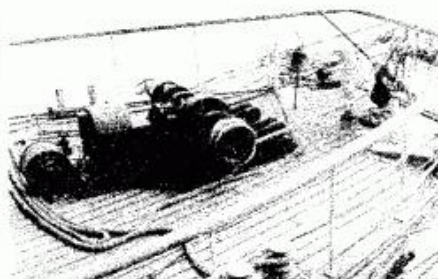
EUROPA

By Alan Rogers

Part 2.



Entering Portsmouth harbour during the 2005 Festival of the Sea, Europa is carrying Royal masts and sails on Fore and Main. These are not shown on my plan printed in the previous edition.



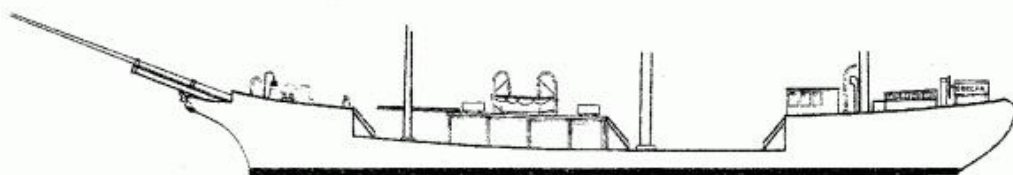
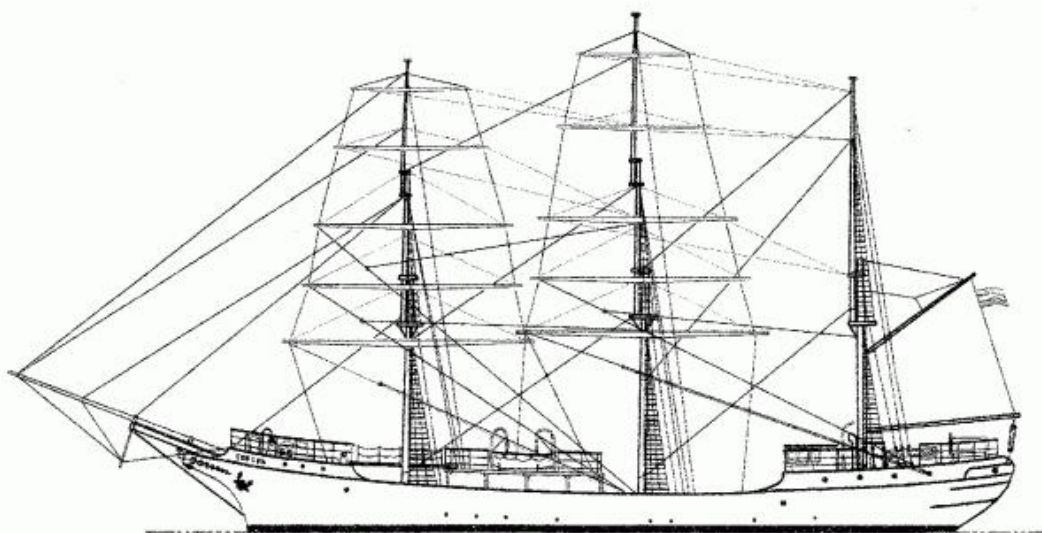
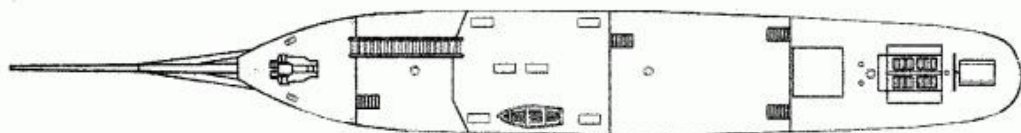
Key

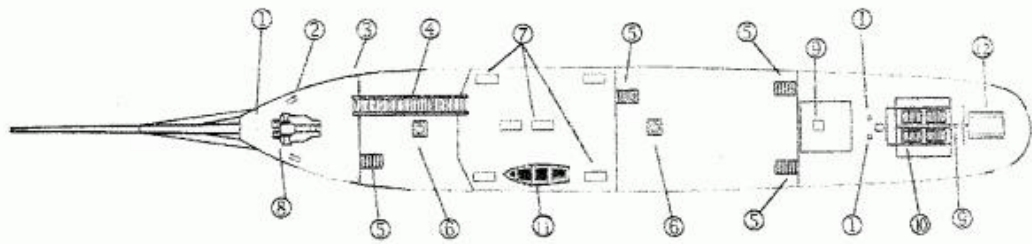
1. Ventilator	5. Ladder	9. Binnacle
2. Bollards	6. Fife rails	10. Coach roof
3. Navigation Lighthouses	7. Life-rafts	11. Ship's boat
4. Gangway	8. Anchor winch	12. Steering gear

The history of EUROPA
EUROPA was built in 1911 under the name of "Senator Brockes" at the Sineken shipyard in Hamburg, at the request of the city of Hamburg. The ship was put into service as Elbe 3 lightship on the river Elbe, and later worked as a stand-by vessel. In 1986, Harry Smit brought the ship to the Netherlands. Over a period of 8 years, the ship was completely rebuilt and rigged as a three masted bark.

Specifications Type of Ship: Barque * Year built: 1911 * Length: 56 metres * Beam: 7.5 metres
Draught: 3.9 metres * Mast Height: 34 metres * Sail Area: 1050 sq. metres
Tonnage (GRT): 303 * Engine: 2 x 365 hp * Crew: 14 * Passengers: 48

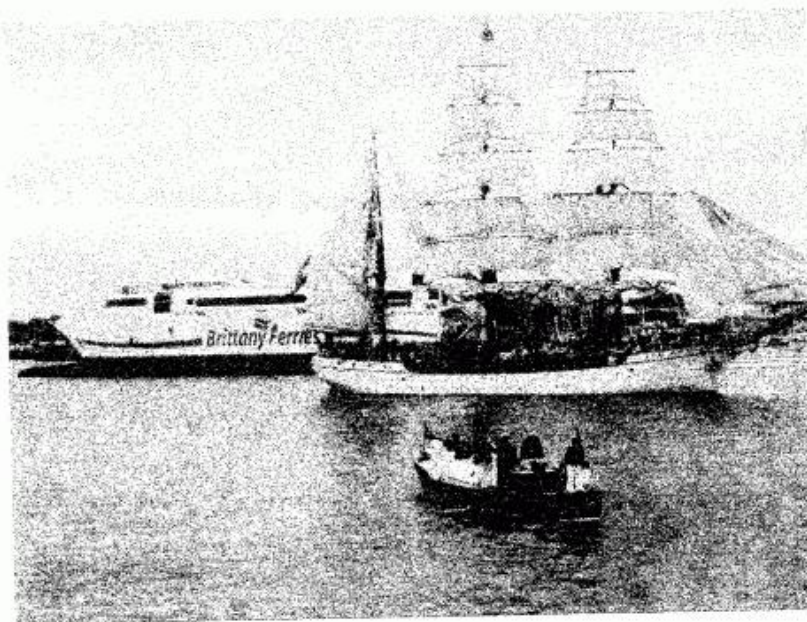
3.





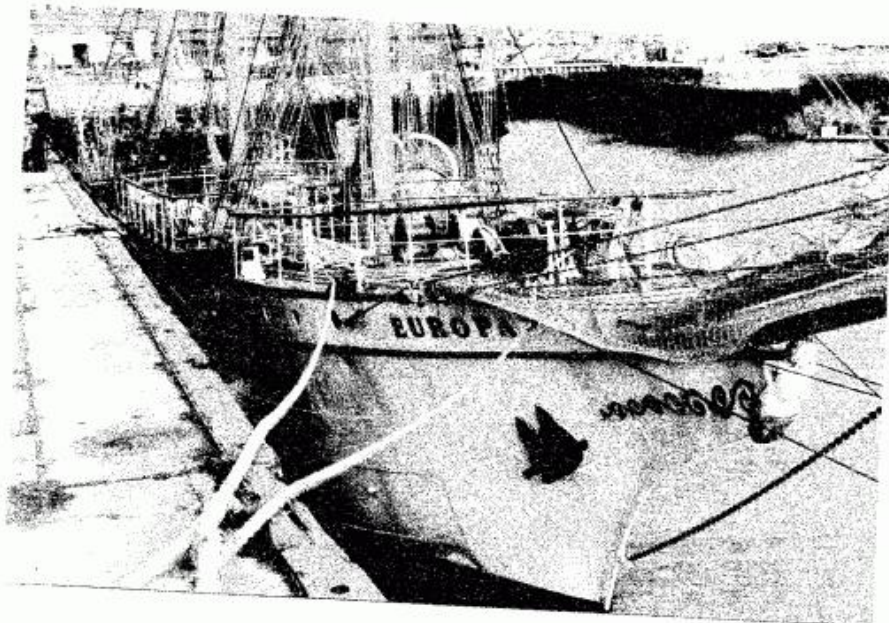
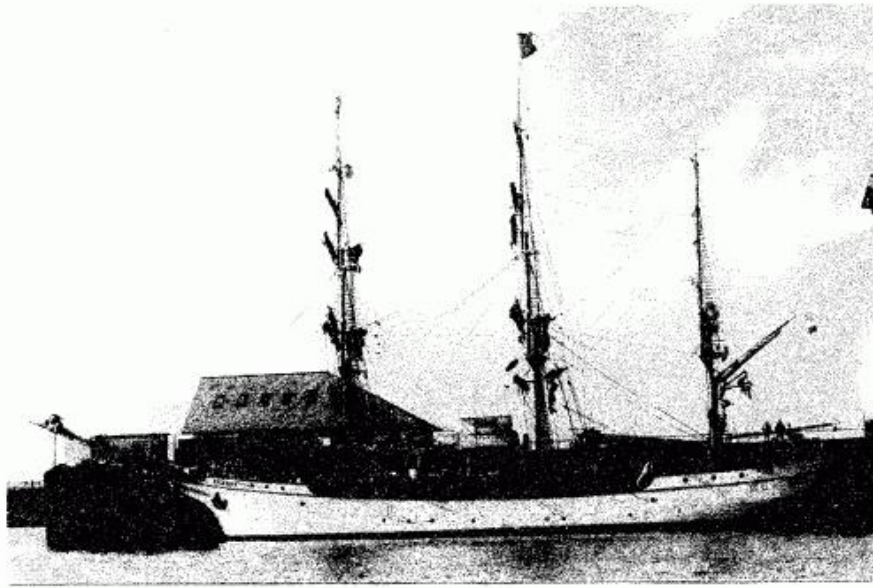
1. Ventilator	5. Ladder	9. Binnacle
2. Bollards	6. Fife rails	10. Coach roof
3. Navigation Lighthouses	7. Life-rafts	11. Ship's boat
4. Gangway	8. Anchor winch	12. Steering gear

HISTORICAL WITH MODERN



It has been reported that all the North Korean generals are being treated for curvature of the spine. The cause...the over abundance of medals pinned to their tunics!!

5.



LOVERS OF WORDS.....

For all you lexiophiles (lovers of words):

1. A bicycle can't stand alone because it is two-tired.
2. What's the definition of a will? It's a dead giveaway.
3. Time flies like an arrow. Fruit flies like a banana.
4. A backward poet writes inverse.

Making A Jig For Miniature Grating - Part 3

By John Fox III

In the last portion of my grating jig article I finished by explaining how threads are wrapped around the jig in two layers, with the thread direction running perpendicular to each other. The main reason for needing the blade tooth, top edges on the jig, to be as even as possible is to make sure that across the entire top of the jig, the top layer of threads is being held fairly tightly down to the first, bottom, layer of threads wrapped on the jig.

This second layer of threads now must be glued to the first layer, which was saturated with cyanoacrylate glue before the second wrapping of thread was added to the jig. The process is basically the same, using a fine piece of wire to make an applicator to apply glue to the threads, across the entire top of the jig, stopping short of the blade notched edges on either side.

If anything, this second layer gluing is the most tedious work, but the resulting grating is worth the effort. I watch carefully as the small drop of glue is transferred to the threads as I move across the side of a single thread of the second layer. It's possible to see the glue soak into the new thread layer, some threads actually darken a slight bit as this happens which makes things a lot easier. This second glue application had to do more than just saturate the second layer of threads, it also has to glue the first layer of threads to the second layer. Normally it is easily visible when this happens, as it appears as a slight thickening of the threads at the point they cross each other.

It is often easier to see things like thread saturation and layer bonding by holding the jig at different angles to the light as one works. By using a slight bit of force with the wire glue applicator, it is also possible to tell when a single upper layer thread is properly glued to all the lower threads along it's length, as the lower threads will move slightly as the wire passes over them if they are not glued properly. When the threads are properly glued, none of the threads will move around over the top of the jig when a little force is applied to try to move them.

It often happens that the open gap, or hole, between threads will accidentally get filled in when gluing the upper layer of threads. This is easily cured if you spot it quickly, simply push the wire tip through the opening to remove the excess glue. To keep from getting thoroughly confused, I will sometimes add only a portion of the second layer of threads to the jig, then glue them before adding another portion of thread to glue. It helps to keep me from losing track of what has been glued and what hasn't, so that I don't accidentally skip a thread or two during the second layer gluing process.

When all the gluing is finished, and the glue has had a little time to cure, I cut the threads on the outside edges of the jig, just beyond the saw blades. This releases the grating from the jig, the remaining thread and tape from the back of the jig is discarded. These gratings can be flexible enough to bend or shape somewhat, and can even be painted if one does not happen to have exactly the right color of thread in the size one needs.

While I made these jigs originally in order to make miniature gratings for my ship models, I've found that they can be used to make all sorts of things out of a variety of thread, or wire, sizes. One can use just some of the blade notches when wrapping the threads, so that it is easy to make things like miniature railings or ladders. For really small scale models, some very nice ladders and railings can be made by wrapping all the blade notches in one direction on the jig, and using just a few thread wraps, appropriately spaced, with the perpendicular second thread layer.

One can even make angled ladders or railings by choosing the blade notches at the appropriate angles when wrapping thread. When working with making angled items, I will

7.

usually place a scale print of the item beneath the threads, on the top of the core of the jig, to have something to follow when choosing the blade notches and wrapping the threads.

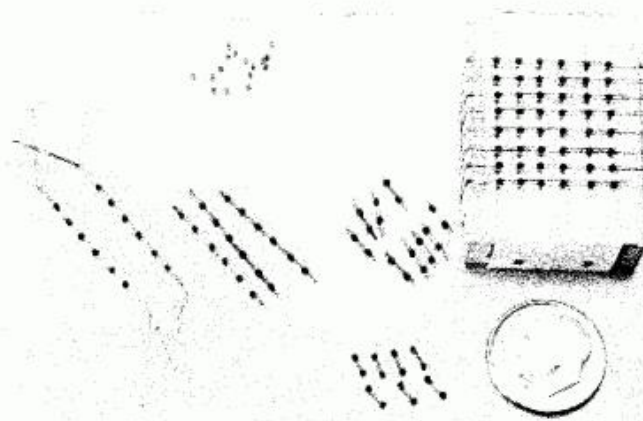


Photo #7: A number of deadeye/lanyard pairs as made on the styrene jig

One of the more interesting uses I've made of my grating jigs was to make simulated deadeye and lanyard pairs for my miniature ship models. These were made by first finding a metal, preferably brass, tube of the correct inside diameter for scale sized deadeyes for the model. I sharpen the end of a 1" piece of the tubing, using a moto-tool and cutoff wheel, to about a 45 degree angle, then finish sharpening with some fine emery cloth. I use this short tubing as a punch, to cut circles of the proper diameter for the deadeyes, out of brown construction paper of an appropriate thickness. I use a needle nose pliers to hold the punch tube in my left hand, and a small tack hammer in my right to tap on the top of the tube punch.

The deadeye punching work usually entails having some sort of backing for the paper the circles are being cut from, usually just a hard cardboard surface beneath the paper, but sometimes requiring a hard wood surface. This is necessary to get sharp edged circles punched from the paper. I also will usually sharpen the tube punch every ten circles or so, using emery cloth to bring the sharpness back to the cutting end of the tube.

Once I have enough circles cut for the deadeye/lanyard pairs, I select an appropriate color and size of thread for the lanyards. Depending on the actual size of the deadeye circles, I will then wrap two, or three, adjacent notches on the jig with the thread. Since the number of such deadeye/lanyard pairs is usually quite high for a given model, I will usually do multiple wraps of lanyard threads across the jig top, leaving a significant gap between each thread wrapping.

In order to keep the proper spacing for the deadeyes as I add them, I will draw parallel lines on a sheet of paper. These lines are drawn the same distance apart as the dimensions from the top of one deadeye of a pair to the bottom of the second deadeye of a pair, taken from a scale print of the plans. This paper is then set beneath the first thread wrapping, on the top of the core of the jig.

All the threads of first thread wrapping layer are then saturated with cyanoacrylate glue. I next use the very tip of an X-acto #11 knife blade to spear one of the deadeye punched circles in the middle. I place the deadeye circle on top of the threaded lines on the jig, using the paper

beneath the threads to align it properly. While lightly holding the paper circle in place, I place a small amount of cyanoacrylate glue at the point the wrapped threads run just beneath the deadeye on one side, then repeat the same on the other side. I then remove the knife blade tip and place a drop of glue directly onto the paper deadeye circle to saturate it.

I continue to add deadeye paper circles to the threads on the jig in this same manner, keeping the spacing from the paper beneath the threads. When all the deadeyes have been added to the first thread layer, I repeat the thread wrapping again, using the exact same notches I used to wrap the first layer of threads. This pinches the deadeye paper circles between the two layers of threads. The second thread wrapping layer was then saturated with cyanoacrylate glue as well.

The threads were then cut just outside of the jig top edges, then cut apart in pairs, and finally trimmed down by cutting the threads outside of the outside edges of the deadeyes in a pair. I used a single-edged razor blade to do all of this final cutting.

The resulting deadeye/lanyard pairs are actually quite a bit stronger than I would have believed. My usual method for installing these items is to pull one end of a fine piece of thread between the lanyards and around one of the deadeyes. Both ends of this thread are passed through a hole in the chain plates, then through the hull of the model at some point beneath the chain plates. I then pull both ends of the line beneath the upper hull, to tighten the thread and pull the bottom deadeye of the pair down to the top of the chain plate. The thread is then glued at the chain plate and hull holes, then the excess cut off and removed from under the upper hull.

Rigging of the shrouds is just as easy, I pass a heavier thread between the lanyards and around the upper deadeye of a pair, then tie it off with a single overhand knot. The short end of the thread is cut off right at the knot, the longer end is pulled up through the lubbers hole of the mast top on that same side of the model hull, then between the masts at the doublings, then down through the lubbers hole on the opposite side of the mast top, and finally down to the top deadeye of the matching pair on the other side of the hull, where the shroud is tied around the deadeye and glued. Although a few of the deadeye/lanyard pairs have come apart on me while rigging them, I was really surprised at how tightly I could rig the shrouds with these items.

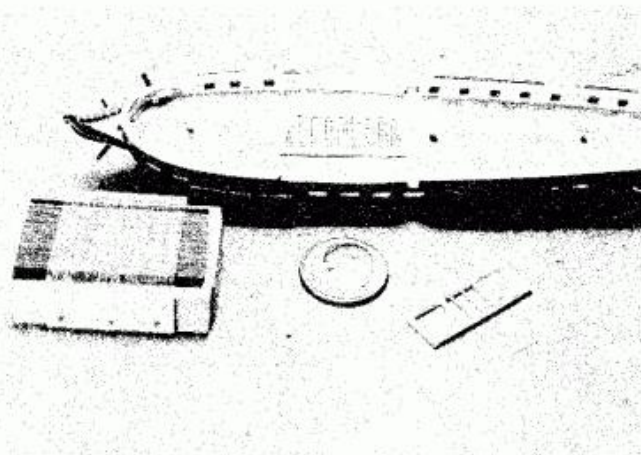


Photo #8: Here is an example of how the jig was used to make grating for the main covers for a model of USS Constitution.

One of the things I was hoping to improve with my new grating jigs was the look of my gratings. Real wood gratings are about 50 percent gaps and 50 percent wood, while thread gratings made on even a 52 tpi saw blade jig have much higher proportion of gap to thread. I experimented around a little, and found that by double wrapping each layer, i.e. using two threads per notch instead of a single thread, I could make gratings that looked more realistic. Simply using thicker thread had a similar result, but the gratings were too thick when made in that fashion.

I did find that it took more care when wrapping threads for double wrapped grating, I had to make sure that the threads did not cross over each other in a given pair of threads for each notch. If/when threads crossed over, it was far more difficult to glue the grating together properly, and the raised threads presented a grating that was too thick in appearance.

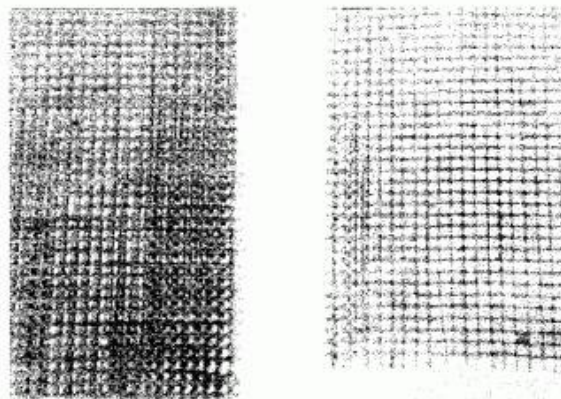


Photo #9: A comparison of single thread wrapped grating, on the right, as opposed to double wrapped grating, on the left

This double wrapping of each blade notch to make more realistic gratings is the reason that I found it necessary to make sure the angles of the notches on the blades on opposite sides of the jig needed to be the same. When wrapping a second thread in opposing notches, if the second thread is laid on the steep angled side of the blade notch it is far more likely to cross over the first thread in that notch and fall onto the lower angled side of the notch. For this reason I make sure when I start wrapping double layer gratings that my second wrap in each notch will be on the lower angled side.

I found the double wrapped gratings to be more realistic looking than single wrapped grating, as evidenced in the photo above. I have now made up some of this grating with 8/0 tan fly tying thread for 3 models of the BonHomme Richard. The models are at a scale of 1:450 and I've used the jig made gratings for hold/hatch covers and for the beakhead floors.

A guy tells his co-worker, "When I got home last night, my wife demanded that I take her out to some place expensive. So I took her to a gas station."

60 SECOND LIFE STORIES

Conrad Forget - **Chicopee, MA**



I have been a model shipbuilder since 1966 but began hitting the bottles in 1982. I have lived all my life in Western MA but have enjoyed traveling and sailing the high seas with my late mate Barbara, who sailed home alone in 1999. Besides traveling for pleasure, I became a member of the Golden Dragon Society when I sailed across the International Date Line on 08/28 my way to serve in Korea in 1953. Together Barbara and I raised three daughters and I have five grandchildren. Currently, I enjoy demonstrating our craft at local schools and clubs and have done over 22 shows in the past several years in addition to increasing my fleet of over 80 ships. Besides my shipbuilding, I am serving my second term as a member of our States and Local Cultural Council for the Arts, in Chicopee, MA.

Charles A Hand Jr.- Canton, N. C.- V. P. - SIBAA

Born in Portsmouth, VA in 1936. Went to sea in 1941 (with older sister and mom), NYC to Panama Canal Zone (where dad was a licensed marine engineer); resided there until 1954. Attended Georgia Tech 1954-1958. Various jobs involved travel all over the U.S. and world. Married Clelia 1956. Blessed with two daughters and son. Retired in 1993 with 27.5 years Charleston Navy Yard. Moved to west N.C. mountains in 1994. Produced over 40 commercial articles about bottling models since 1987. Began bottling models in 1986.... and still trying to get one right.



Noble Johnson **Tyler, Texas**



I was born in Indiana in 1952 and we moved 28 times before I was 8 years old. My dad worked in plastics factories and would move any time they offered him a nickel more an hour. Joined the Army in 1971 so I could settle down. Spent 33 years in the Army or Army Reserve (13-1/2 years active duty), and never heard the sound of enemy gunfire. I met my lovely bride of 32 years, Karen, in 1974 at the University of Texas, and we eloped after dating for two whole months. We have two kids (son and daughter) of which we are very very proud. After leaving active service, I worked for a strategic defense research contractor for a while, and have been working for the State of Texas since 1990. Currently, I serve as an engineer assisting drinking water systems to produce better water. I built my first ship in a bottle in 1979 and quit in frustration after I dropped and broke it while trying to glue the ship (a two masted schooner) onto the sea. After I finally got over the emotional trauma associated with this tragic event, I picked it up the hobby again (in 2005). It keeps me off the streets and out of the bars. Have only completed about 15 so far, but have already lost count. I am really impressed by all the stuff y'all do and very grateful for all the advise available through this fine organization. Who has the better beard? Me or Billy?

11 .

Alan Barraclough -
Selbyville, Delaware



I have been building SIBs for about 8 years. I am 57 and live near Ocean City, MD and Fenwick Island, Delaware. I am married with 2 children and 4 grandchildren. I was a police officer in Philadelphia, PA for 11 years and retired on a disability pension. I then went back to school and received a paralegal certificate. I worked for GE in environmental projects for 7 years and then for a Philadelphia law firm for 3 years doing environmental litigation. I retired to Delaware to be near the Ocean and I am now working for the State of Delaware as a case manager for a judge in Superior Court.

Born Scotland, 1923. Came to USA, age 7. Survivor- depression, Bayonne N.J., WWII, and 11 operating room tables. Served as Sgt. USAF and Infantry in both Pacific and European theaters. Recipient of State of N. Jersey distinguished service medal, probably for staying out of their hair for over three years. First SIB at age sixteen. Not another until retirement from NY Telephone Co., Syracuse, NY 1982. Constructed about 50 SIB until 1992. Declared legally blind that year. Back to SIB 1994. Won SIX 1st Place awards for SIB in past 6 years in seniors with impairment category - NY State Fair - Syracuse, NY. Legally blind plus- extra deduction on IRS 1040. Married, two children. Lost first wife - now remarried. Wonderful guy - just ask me.

Alex Cuthbert-
Syracuse, NY



Duncan Gray - ENGLAND - President - EASIB

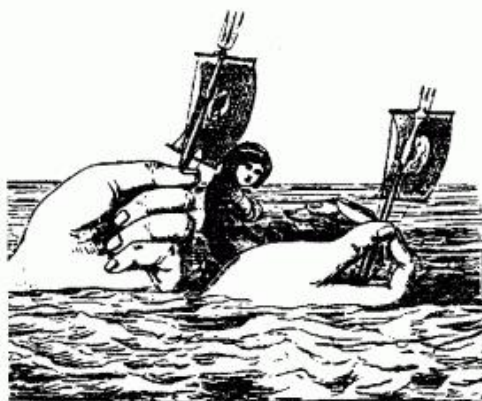


Born on Rossie Island-Montrose Scotland in 1928. My father was the first Station Master at Fort William when the railway eventually got there. My father was born in the old fort of Fort William and lost an arm and a leg in the first World War. I joined the Royal Air Force to get my own misguided way about what I wanted to do when I left school. I like ships and aircraft until I have to get on one of the things and then my attitude alters somewhat. And like 'young' Ralph (Preston) I am open to the attentions of any well designed and well financed lady who cares to take pity on me.

12 .

This plaque was presented to Jack Hinkley in the mail to thank him for his many years of service as President of the SIBAA. In a recent message to Jack, Don Hubbard addressed him as Dera Kai Cho, Emeritus. Kai Cho is "Leader": in Japanese, and when they went to Japan together in 1983 Don introduced him as Kai Cho Bottleship America. Jack adopted the name for some of his models, the "Kai-Cho Miniatures". Don has now unofficially dubbed Terry as the "Kai Cho-ness." to go along with one of Jack's nicknames for her: -"Presidentness".

The text on the plaque reads, "Presented to Jack Hinkley - Founder and first President of the Ships-in-Bottles Association of America with sincere thanks from all of us who profited from your leadership and inspiration - Terry Butler, Presidentness."



Today I messed with a balky CD
When the post man brought a package for me
I opened the box- the box did I say?
Two boxes it was- a dead give away-
Cause only bottleships travel that way.

I opened both boxes and what did I see?
But yards of bubblewrap waiting for me.
I pulled out a handful that fell to the floor
Until my searching could turn up no more.

Then out it came- a wonderful s'prise
On a beautiful sailing ship I feasted my eyes,
Sails all full and taut and rigging the same,
But search as I did I could not find a name.
So what did I do? I guess you can guess
Her name now shall be YOUR PRESIDENTNESS.

Terry and Hub - come on now you guys
Your wonderful ship brought tears to my eyes.
Good friends to the end you'll always be.
There's not many folks lucky as me.

Hink



SIB Puzzle Solved - Well Almost...

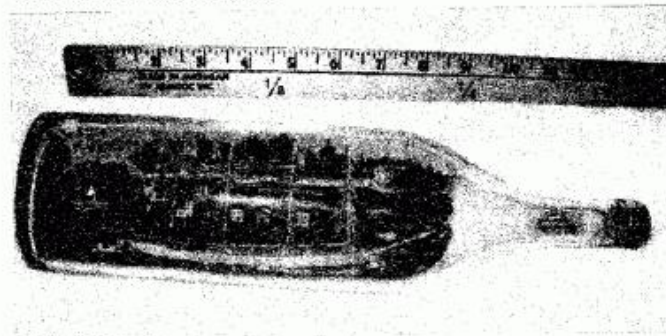
"Enclosed are some pictures of a ship in a bottle we have had in our family for years. Unfortunately we are unable to find out any information about it or its origin. History has it that it was found in a the trunk of a Ship Captain. As you can tell from the pictures, the detail of the background is quite extensive. If there is any information you could give us or help direct us to some place that can, we would certainly appreciate it."

Bill and Katie Gooder



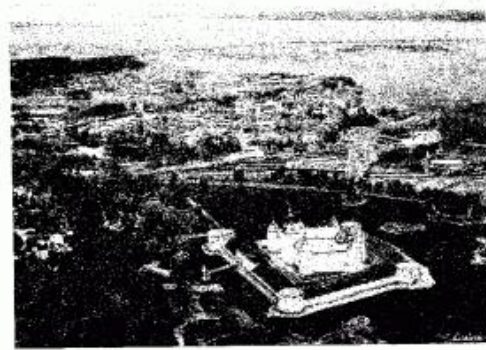
Here is what the label in the neck of the bottle says:
KalMar, SLOTT, John Boberg, Bronialla (there are
2 dots over the first letter A), B.L.905

"Hi Bill, Hi Katie, I presume that the 4-master is from Kal Mar in Sweden. Kal Mar lies on the east coast of Sweden. The name Boberg also indicates in that direction. The ä of the word Bronialla also shows some sign of Scandinavian origin. I could not see whether the ship was flying a flag. Have you seen one on the ship? The background shows (if I am right) some fortification. Is that true? It was not very clear. From Holland with love, Bob de Jongste"



"I did a very quick Google IMAGE search for KalMar Sweden and this popped up - looking VERY much like the fortress shown in your bottle. Another view shown aerially, shows all the little houses with red roofed buildings along the seafront. This has to be the place shown in the background of your bottle. Nothing turned up on the name search - but at least you have a start.

Terry Butler - President SIBAA
ashiplady@earthlink.net





Bob de Jongste

HOLLAND

WHO AM I ??

My full name is Bastiaan de Jongste, which in Dutch was shortened to Bas. Unfortunately my foreign friends pronounced it sometimes as "Boss", others as "Bess" and some others even called me bastard. So in order to satisfy all parties I asked people to call me Bob for short.

I was born on the 23rd of January 1917 when the whole family, except my ten year old brother, was down with the Spanish flu.

I had a very pleasant youth. In 1936 I finished high school. At that time it was hard to find a job, but I was not in a great hurry since I had earned a nice holiday after my exams.

One evening I went to the circus with my eldest brother and his wife, who had invited me. Some years ago a friend of mine, who was a boy-scout, had taught me how to spin a rope and I became quite good at it. In the circus there was a cowboy-group and they fascinated me since they performed some spinning-rope tricks I had never seen before. I went to see them and to make a long story short, I stayed with them for about 2 months, riding, roping and shooting. I had a wonderful time, but one day my father told me that it was time to find a white-collar job.

I found one with KLM Royal Dutch Airlines. The KLM personnel association had a rather big cabaretclub and I was invited to join. We formed a cowboyband and we did some tricks with lassos and spinning ropes. Every year we had a big show followed by a dance. The president of KLM thought that I was dancing too often with his daughter, so a few days later I was transferred to Amsterdam Airport to be trained as a line-inspector for South America, reason why I had to study Spanish.

However, the war broke out so the South American plans were stored in the refrigerator for the time being.

On March 12, 1944 I was arrested by the German Gestapo on many charges, a.o. smuggling pilots back to England. The German Air Command sentenced me to death and I was officially executed in September 1944 at Fort Blaukappel near Utrecht, but since I am still alive, something went wrong in the German administration. My brother who was a police-officer, arrested my German lawyer just after the war and he told my brother that he had seen my urn with my ashes. A mystery that never was solved!

I was liberated by the Russian Army on the 27th of April 1945.

When I came home I was a little bit wild and I didn't go back to KLM. I started my own business, import and export and I also took up flying. First as a private pilot but later on I got my professional license B3 plus an instructors license for small single engine aircraft. In the meantime I had raised a family (3 boys, who all three are good spinning-ropers) so it was time to look for a more steady job with a regular income. I became the exportmanager for an American company and I was very successful during the ten years that I worked for them. When I was 57 I retired.

During one of my travels to Stockholm, we made a stop at Copenhagen. At one of the tourist-shops in the airport, I saw 2 SIB's and I loved them so much that I bought one. In Stockholm I regretted that I had not bought the other one too, so on my way back home, via Copenhagen, I went to the same shop, but the lady told me that the other bottle had been bought by some other passenger.

Then I decided to build my own and since that time I have built more than 400 SIB's. Nowadays I am making hardly any SIB's, since my eyes are not that sharp anymore. However a young generation can take over!

I love you all!

Bob

15.



Hans de Haan - Holland

**Once upon a time there was a helicopter mechanic
who never ever had anything to do with the 'Sea'**

by Hans de Haan (NL)

It was in July 1979, during my vacation in Switzerland, that, in a bookshop, I found a German booklet on Ships-in-Bottles called 'Buddelschiffe', by Jochen Binikowski. (never heard of the name Binikowski; did not pay attention to it, until later...) And suddenly I realised that this was gonna be my 'HOBBY'; so beautiful, fascinating and unique. I had built lots of plastic kits before, but this was IT.

I started to build the little ship as prescribed in the booklet. And then I built another one... and another; each time better and more beautiful (to me) than the one before. Then, in January 1983, I was in Hamburg (Germany) for my work and I remembered the occasion, that a colleague of mine gave me the address of a Mr. (and here he is again) Jochen Binikowski. He makes and sells ships-in-bottles. I called my wife for the exact address, went to look him up and met him. Later I sent him a letter and photos of some of the models I made. In reply he asked me whether he might borrow some of my models for in his Bottleship-museum. Glad to say, that now one of my models is on display in his museum, which is in the 'Schulauer Fahrhaus' in Wedel, just outside Hamburg, along the 'Elbe'.

Still, at that time, I wondered if there would be associations of SiB modellers. I was thinking about seeking contact through a hobby magazine. But at that time (beyond my knowledge) Jochen Binikowski passed my name on to the Japanese Association of Ships in Bottles. They sent me an invitation to join there 'First Japan International Ships-in-Bottles Exposition 1985'. Though that exposition and the commemorative book- published by that occasion- I got acquainted with the European Association. At that time Aubrey Dunning was secretary of the European Association and he had seen my models in the book.

Well, it is already quite a time now, that I am in the world of Bottle-ships up to my neck. That neck belongs to Hans de Haan, aged 51 and by profession helicopter engineer. I have a wife and daughter and I live in Bergen op Zoom, a town in the south-west of Holland. In 1985 I was asked to co-operate in an advertising campaign of the Dutch Postal and Clearing Service. A picture of myself, between bottleships, appeared in several magazines and in a pamphlet. The result was an increase of approximately 15 members for the European Association of Ships-in-Bottles. Until that time association counted 29 members. Since that time I had the opportunity to appear in several local newspapers, magazines and even three times on TV. I also joined a number of battleship expositions, of which the first one, in 1985, I organised myself. This on invitation of the director of the 'VELUWE MUSEUM' in Harderwijk. Since that time Bob de Jongste more and more became the Dutch representative of our association and he also started to publish the Dutch quarterly magazine WELKOM aan BOORD. With respect to his age, he asked me to take over the editorship of the Dutch magazine. I did; starting January '91. In 1996 I handed over the editorship to Henny Fransen and I concentrated on PR, membership administration and organising our annual meeting.

In all the years I have built 35 bottleships and collected lots of articles and books about Bottleships and especially lots of pictures of Bottleships. Over 2000 pictures of different models. Next to my 'self built models' I have collected 54 bottleships from other builders from all over the world. Lots of ideas and my work for 'WELKOM aan BOORD' make that I will not get bored and he went on making ships-in-bottles happily ever after.

NOTES FROM THE MEMBERSHIP CHAIRMAN

by

Don Hubbard

Again, our thanks to our generous members who added a donation to their membership checks. **Clifford Allman, Springville, UT; David Conrad, Braintree, MA; Eugene Conlon, Malden, MA; Hugh G. Fyffe, Orangevale, CA.**

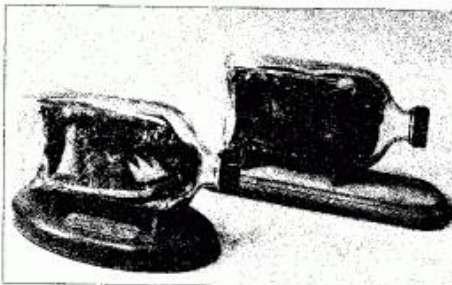
Relative to the above, as with most organizations we are running a bit short on funds. Everything is going up in price, especially printing and mailing the newsletter. We are totally against raising the dues to solve this problem, but if any of you have any fund raising ideas we would appreciate having them. Send ideas to Terry Butler, 145 W. Wanola Ave., Kingsport, TN 37660-3733.

Thanks

It is with very great regret that I mention that our long time member **Bob Frederick**, Seattle, WA, has passed away. Bob was a World War II Navy veteran, an aviation machinist mate, and I have a soft place in my heart for him because at one time he did the maintenance on the old Stearman N2S Bi-Planes that many of us learned to fly in. On one occasion, when he learned that I had begun my flying career by training in that bird he built me a miniature replica of the machine which I now treasure. So long shipmate. Fair winds and following seas!



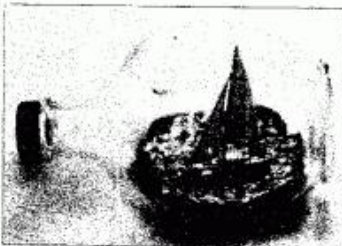
Model of the WWII Navy N2S trainer by Bob Frederick



Two German POW SIB dating from WWII in Canada. Thanks to Alan Rogerson, Scarborough, Ontario, Canada



A Cluster of Bottled Ships by new member Peter M. Bentley, Traverse City, MI



Sloop in Pinch Bottle by new member Bill Sheridan, Southington, CT

If you want your bottled model to look a little bit classier than most, the Crate and Barrel Stores and sometimes The Pottery Barn have great looking clear glass decanters that are wonderful for bottling that model you have just spent fifty hours making. Last one I saw was a 46 ounce decanter made in Poland which cost \$29.95. Worth every penny.

17.



SHIP-IN-BOTTLE CLASS 2007
 Taught by Bob Little and
 Aided by Bill Conroy



18.

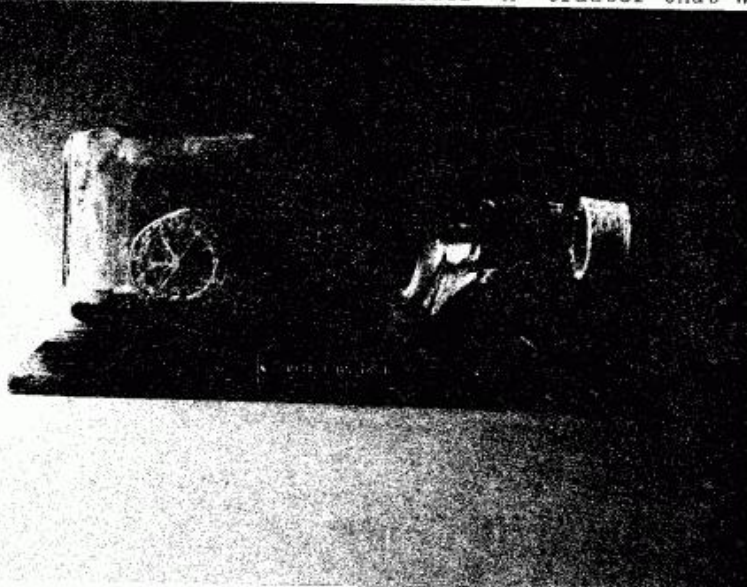
Used with permission of the Maritime Museum in Ventura County



We are happy to welcome seven new members to our ranks with this issue. Peter M. Bentley, of, Michigan, and Timothy McCarty, of, Maine have built several. William Sheridan, of, Connecticut, say's he is a beginner and likes making single masted ships. R. Michael Owens, of, Pennsylvania, has built some, and he collects, and sells on e-bay (RMYKLO). Marty Kroell, of, Michigan, there was no experience with his membership. Roger Wallin, of, Rhode Island, claims not much SIB experience, as does Andrew Otewald, of, California, but he sails on San Francisco Bay and is thinking of making a paper model of the boat he sails on in a bottle. And Terry Butler received a phone call from returning member Dave Gardner, who is interested in a nicely made model in a bottle of the Bounty he is willing to pay a decent price for one. If interested E-mail the President at ashiplady@earthlink.net. and she will contact Dave. Welcome aboard and remember, this is your journal, it is about you, what you do and how you do it. We want and need your input, photo's of your work, hints, tips, articles. Don't be shy, send them in.

William Weiser, of Florence, Oregon sent in an interesting article from the March 28, 2007 issue of the Antique Trader. It is about "Whimsies" in a bottle, collectibles and antiques. (sorry I don't have permission to print it). There phone # is 888-457-2873 or antiquetrader.com. Maybe you can obtain a copy from them???

Below is a photo of a 1934 John Deere Model "A" tractor that William built.



Bumper Stickers

*If You Can't Feed 'Em, Don't Breed 'Em!
Constipated People Don't Give A Crap.
If You Can Read This, I've Lost My Trailer.
Horn Broken... Watch For Finger.*

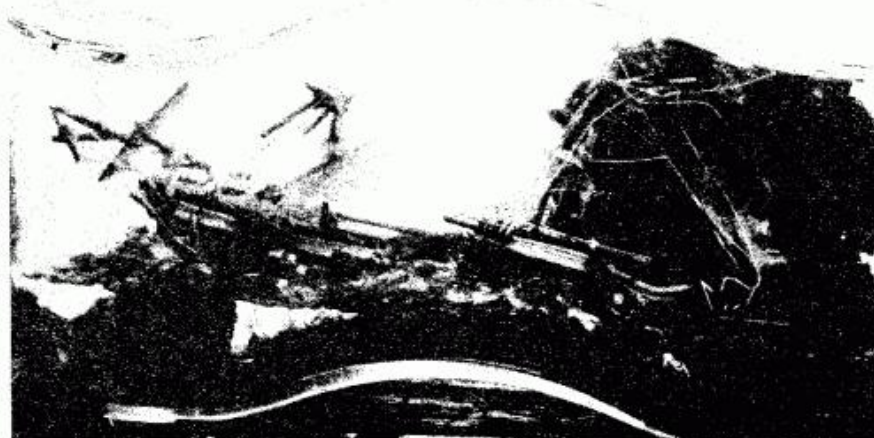


Photo's below of the Australian gold rush Clipper "Dunbar" (1887), Made by Burton Reckles of Sugar Land ,Texas. Titled "Hell or Sydney in 80 Days".



The ship left Plymouth, England in 1887 at which time the captain boasted "hell or Sydney in 80 days"., Storm driven on the 79th day, she went onto the rocks outside Sydney harbor where it sank killing 121 and leaving one survivor shown abandoning the bow section in my diorama. I gathered rocks from the site of the sinking and rusted metal flakes from the ships anchor at the Dunbar Memorial in Sydney. I utilized these materials in creating my piece. Whenever possible I try to use actual materials related to what-ever model I'am working on.

From Burton Reckles.



20



...no hinges needed...

The first builders of ships in bottles made a groove in the deck, sharpened the foot of the mast and pushed the mast into the groove. That was the general method until some genius invented the hinged mast. Who got the idea, we don't know.

But there were also people who invented different methods, Berchem for one. In his book "Ships in Bottles" Frederick R. Berchem shows us a different way of lowering the masts of our ships.

He does not use hinges as we normally do. He fastens at the foot of the mast a piece of soldering-wire. The mast and the soldering-wire go completely through the hull, which means that the masts should be longer than normal, viz. the normal length plus the thickness of the hull. He makes an incision in the mast just above the deck.

See sketch 1.

The masts are bent back when entering the bottle. Before the masts are raised he applies some glue to the incision in the mast for strengthening.

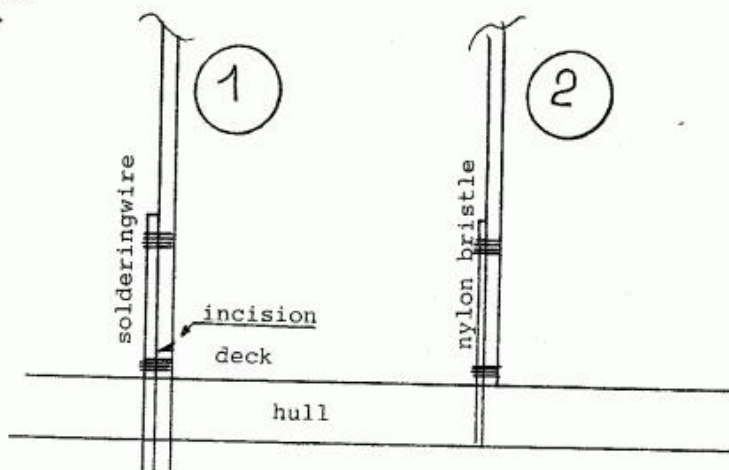
I was rather fascinated and tried it out, but I was not impressed. However it started me thinking whether this method could be improved. I think I found a simple solution for this problem.

Nowadays the brooms have rather stiff nylon bristles of about 1 mm thickness. I cut off a few and glued them to the correct size mast. For security reasons I have also fastened the bristle to the mast with some cotton threading. In the deck I drilled a 1 mm hole and I glued the nylon bristle in the hole. The foot of the mast rested on the deck. See sketch 2.

When the mast is bent down, the mast will be lifted somewhat from the deck, but as soon as the masts are pulled up again, the masts will rest upon the deck

I wish you success!.

Bob De Jongste
Netherlands.



21.



A Pint Size Pickup Truck

by Charles Hand

Terry Butler's husband, Kyle (aka "Buck") is the proud owner of a 1972 Chevrolet pickup truck which originally belonged to his father. Terry sent 50 photos of the actual truck which were of great help in producing a bottled model for them.

The model is 1:48 scale (1/4"=1') and in a pint (16 ounce, or 473 ml) Arizona brand tea bottle. This was my first try at including clear windows and interior cab details. Those included a seat, instrument panel, steering wheel, sun visors, rear view mirrors, chrome side window visors, and an umbrella rack inside the rear window (actually a rifle rack).

I feel it is our mission to salvage materials whenever possible. The clear windows were cut from the flat bottoms of clear plastic salad containers. Staples from magazines were used to fashion the umbrella rack, door handles, windshield wipers, and the rear and side mirror supports.

Paints were acrylic "Neon Blue", white and black. Glitter gel pens were used to add reflectors and colored lights, coated with white glue (as the gel is very slow to dry). The seat and back rest were painted with nail polish in a similar color to give them a leather look.

Chrome details such as hubcaps, grille, side and rear stripes and front bumper were cigarette pack foil, as were the side window visors. Soaking and then scraping off the white backing paper of the silver foil results in foil .002" thick and recycles something usually discarded. The rear bumper was coated with material resembling aluminum plate (see pages 13 & 14 of issue 2006-4).

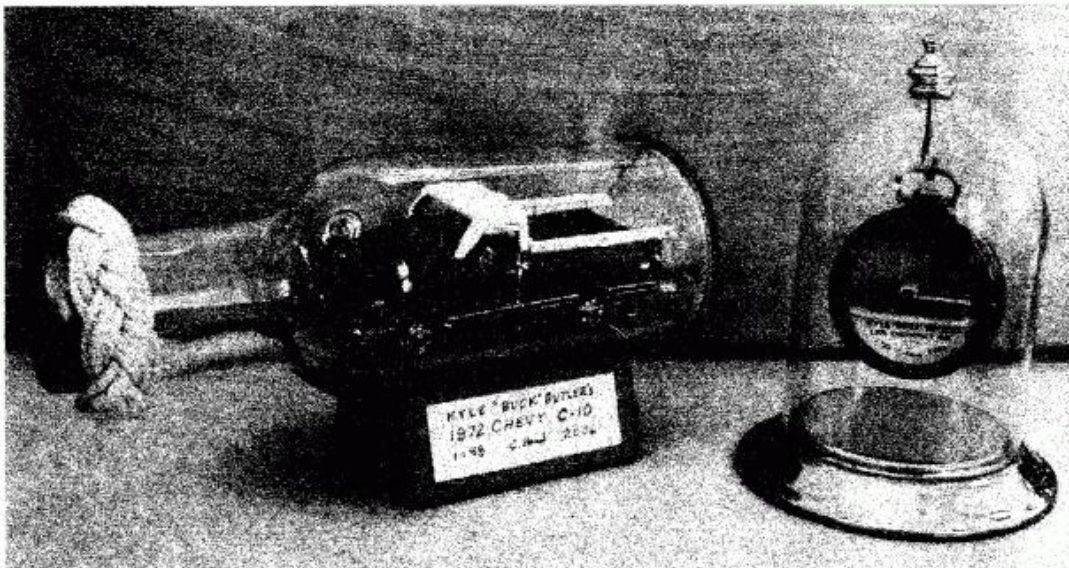
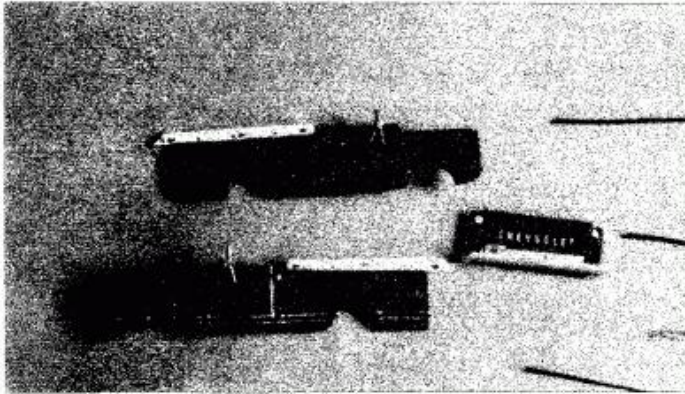
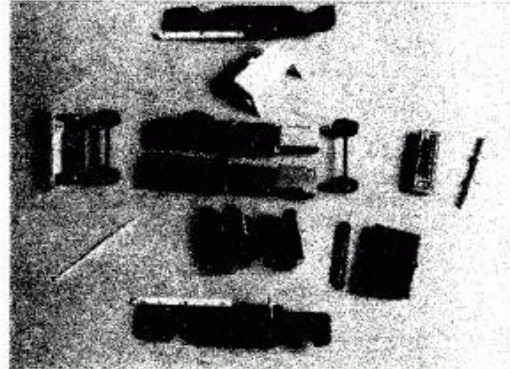
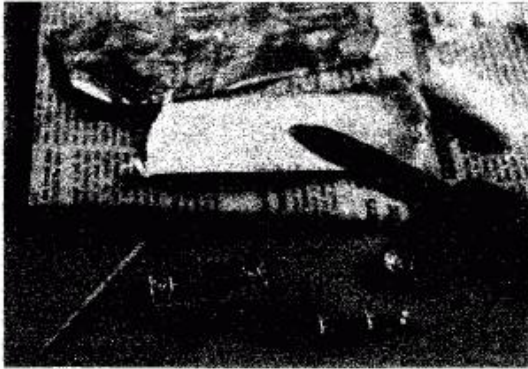
The front and rear license plates and the "Chevrolet" lettering on the tailgate were cut from reduced (to scale) copies of the photos of the actual truck.

Off-and-on, it took about 6 weeks to complete. An earlier version was made of this same truck model in a pocket watch case supplied by Terry. Photos of both projects are shown on the accompanying page.

Charles Hand



PINT SIZE PICKUP TRUCKS by Charles Hand



23.

NOW HEAR THIS!

Our volunteer archivist Bob Little of Port Hueneme, California has done an astonishing and valuable thing.

AVAILABLE NOW: the first 80 issues of Bottle Shipwright completely archived on a self-loading compact disk. This includes all back issues from 1983 through 2002. Any page of any issue can be selected and viewed, and the comprehensive index lets you pick the subject, whether plans, instruction, new techniques and materials, or general reference information.

Anyone with a computer with a CD drive will be able to read, enjoy and download articles from this self-loading disk.

As you know, Bottle Shipwright is not written by one person, but by builders who submit articles from all over the world. This is why this archive is so valuable. The variety of ship-in-bottle information is staggering. An invaluable reference. We have been getting **VERY GOOD** feedback on this disk.

The disk, in a durable case, is available to members of the Ships-In-Bottles Association of America for \$40.00 which includes shipping. Non-members can obtain the disk for \$65.00 which includes one year membership in the Association.



ORDER FORM

Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Country: _____
 Number of copies: _____ Check for \$ _____, enclosed.
 Send to Don Hubbard, PO Box 180550, Coronado, CA 92178

THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

The Ships-In-Bottles Association of America (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

APPLICATION FORM

Full name: _____ Date: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Telephone: _____ E-Mail: _____
 Please briefly indicate your interest and experience with bottled ships:

We would like to invite you to join us.
 Current dues are \$25.00 in U.S. currency,
 and checks should be made out to S.I.B.A.A.
 Please send to:

Don Hubbard, Membership Chairman
P.O. Box 180550,
Coronado, CA 92178-0550

PERMISSION TO PUBLISH revised 1997

I, _____, hereby grant the Editor of the Bottle Shipwright
permission to publish the enclosed article/manuscript entitled: _____
Photo/s captioned: _____
and written/photographed by: _____

(please print name in full)

Cartoon/s, trademark/s, newspaper/magazine/newsletter articles or photographs,
captioned/entitled: _____
Written/drawn/photographed by: _____

(please print name in full)

I, _____, hereby also grant the Editors of Buddeschiff Express,
(Germany) The Ship Bottlers, (Japan) Rose des Vents, (France) The Bottle Ship,
(European) Welkom aan Boord, (Netherlands) permission to publish the enclosed
article/manuscript entitled: _____

Photo/s captioned: _____
and written/photographed by: _____

Granted, _____ Not granted, _____ indicate yes or no and initial. _____

**IF MATERIAL DID NOT ORIGINATE WITH THE
PERSON SUBMITTING MATERIAL**

Enclosed herewith is the permission slip from the copyright holder to reprint the
article/s, photograph/s, cartoon/s, illustration/s, enclosed.

GENERAL RELEASE

I understand that the Ships-In-Bottles Association of America, and the Bottle
Shipwright, are staffed by unpaid volunteers, and I agree to hold said staff,
blameless/harmless, should my article/ manuscript/photo/cartoon, be libelous or violate any
copyright or trademark rights of any person, corporation or company. I further agree that I
will hold the Ships-In-Bottles Association of America or the Bottle Shipwright
blameless/harmless for any costs, damages, expenses that may result from said libel or
copyright infringement.

Address: _____

City: _____ State: _____ Zip code: _____

Area code and telephone number: _____

Signature: _____ Date: _____

This form must be submitted with any material for publication in The Bottle Shipwright.

Please fill in in ink. You may photocopy for additional materials or contact the editor for
additional forms.





A bottler from East Bacaloo
In draining a scotch G.I.Q.
Became so confused
Befuddled and boozed
That he bottled a brig in his shoe.

Dave Conrad

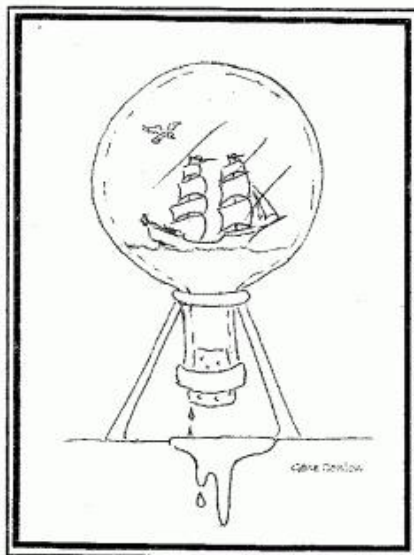


A merry shipbottler in Great Britain
needed bottles, so his wife said: go get 'em
but that lousy skunk
got terribly drunk
coming home, she took a bottle and hit 'em

Bob de Jongste



Used with permission from artist Sergio Aragones and the Ventura County Ship Model Guild



Our Presidentness - Terry B
Bottles ships that are pretty to see
The rigging takes hours
Cause its made of pink flowers
And her hulls are of orange purée

Don Hubbard



Used with permission from artist Sergio Aragones and the Ventura County Ship Model Guild